

CELEBRATING A CENTURY OF
MANUFACTURING IN BAY CITY**HON. JAMES A. BARCIA**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. BARCIA. Mr. Speaker, for the past 100 years GM Powertrain has been an anchor for the families in my hometown of Bay City, Michigan by providing stability and economic security. For generations, plant managers and members of United Auto Workers Local 362 have worked together to create a unique partnership. It is this relationship that in many ways makes Bay City a model for communities all across the United States.

Since the dawn of this century, the company and the community have worked together in the transportation industry to provide high quality vehicles for our community, state and nation. Initially a successful producer of bicycles, the factory expanded to the newly burgeoning automotive industry. By 1909, nearly 500 employees were producing parts for the legendary Packard and Studebaker. And by 1912, the National Truck Company was producing the chain-driven Natco Truck. In 1916, Mr. William C. Durant bought the plant and began production of the four-cylinder engine, introduced by Chevrolet. It was at this juncture in the company's history that an important milestone was achieved, not only for the families of Bay City, but for families everywhere. This was the organization of one of the oldest UAW locals in the country, Local 362, which remains greatly influential today.

In 1937, UAW Local 362 received its official charter, and shortly thereafter, pay for many of the employees rose to about one dollar per hour. And thus the remarkable relationship between the two entities—the union and the company; the working men and women and their employer—was off to an auspicious beginning. Today, that relationship is renowned across our nation for pioneering the concept of the “living agreement”.

This unique relationship between labor and management is truly an incredible success story. In 1986, GM Powertrain-Bay City and UAW Local 362 agreed to resolve disputes as they came about, rather than letting these disputes fester until a designated negotiating period. This “living agreement” has strengthened the ties between the two entities and most importantly, has resulted in a better standard of living for all of the families in Bay County.

Mr. Speaker, I am pleased to add my voice to those who speak with pride about GM Powertrain-Bay City and its centennial of civic achievement and contribution. GM Powertrain would not be the pillar of our community that it is today without generations of dedicated individuals including the current Plant Manager Bill Bowen, and the current Local UAW 362 President Louis Roth. I urge you and our esteemed colleagues to join me in applauding General Motors Powertrain and its 100 successful years.

EXTENSIONS OF REMARKS

GOOD LUCK AND CONGRATULA-
TIONS TO ROBERT A. GLACEL**HON. CHET EDWARDS**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. EDWARDS. Mr. Speaker, today I rise to congratulate Brigadier General Robert A. Glacel on a distinguished military career and wish him the very best on his retirement. I hope Members will join with me to thank General Glacel for his contributions to our Army and our country.

General Glacel is a consummate professional whose performance in over three decades of service, in peace and in war, has personified those traits of courage, competency and commitment that our nation has come to expect from its Army officers.

Robert Glacel entered service after graduating from the United States Military Academy and being commissioned as a second lieutenant in 1969. He served as a forward observer, artillery liaison officer and assistant executive officer in the 3rd of the 319th Field Artillery battalion in Vietnam. There he received the Bronze Star Medal for his valor. He immediately assumed command of an artillery battery in Germany in 1971, followed by successful command of a division artillery platoon and as the division artillery intelligence officer.

After earning two masters degrees from MIT, Cambridge, Massachusetts, General Glacel instructed and was an assistant professor at West Point in the Engineering Department. He also earned his MBA while tenured there. After the West Point assignment, he returned to the field and served as the Operations Officer and Executive Officer for the 1st of the 37th Field Artillery battalion in Fort Richardson, Alaska. With a stint at the Pentagon as an Operations Research/Systems Analyst in between, General Glacel was then selected to command the 1st Battalion, 4th Field Artillery, 3rd Brigade, 2nd Infantry Division in Korea from 1987 through 1989.

After attendance at the Industrial College of the Armed Forces, General Glacel returned to the Pentagon as a Military Political Planner in 1990 with the Joint Chiefs of Staff. He became the Chief of the Conventional Forces in Europe (CFE) Branch, and was the lead negotiator in the historic CFE Treaty process and was a mainstay on the United States planning teams in Washington and Brussels, Belgium. He was also a major contributor to the new European security structure.

General Glacel was then selected by the Army to command the 7th Infantry Division (Light) Artillery Commander out of Fort Ord, California. Following his successful command, he served as the Executive Officer to the Under Secretary of the Army. In this role, he ably provided guidance and direction to the Army staff, and served as liaison between the Under Secretary, the Office of the Secretary of Defense, Office of the Joint Chiefs of Staff and assistant secretaries and Army Staff. He demonstrated diplomacy, decision making, leadership and perseverance.

General Glacel was then selected to serve as the Chief of the Requirements and Programs Branch for the Commander, SHAPE.

September 9, 1999

He was the SHAPE commander's subject matter expert for the Defense Planning Process across the whole of the Allied Command Europe.

His most recent assignment put the general at the head of the Test and Experimentation Command (TEXCOM) at Fort Hood, Texas, which is in my congressional district. He quickly gained credibility with senior Army leadership through the data collection effort for the Division Warfighting Experiment (DAWE), making TEXCOM the Army's data collector of choice for all future experiments associated with the digitized division and corps design through the Force XXI process.

On a personal note, I am grateful to call Robert Glacel a close, personal friend. He is a role model for all of us: a man of integrity, decency, and compassion.

Let me also say that every accolade to Robert Glacel must also be considered a tribute to his family, his wife of 30 years, Barbara, and his three lovely daughters, Ashley, Sarah and Jennifer. As a wife and mother, Barbara has been a true partner in all of Robert's accomplishments. Robert and Barbara have made their community and our country a better place in which to live. They have touched so many lives, through their consideration and sincere caring.

Robert Glacel's career reflects a deep commitment to our nation, which has been characterized by dedicated, selfless service, love for soldiers and a commitment to excellence. I offer my heartfelt appreciation for a job well done over the past thirty years and best wishes for continued success, to a great soldier and defender of freedom. I ask Members to join me in wishing Robert, Barbara and their three daughters every success and happiness in the future.

INTRODUCTION OF THE UNITED
STATES LIFE-SAVINGS SERVICE
HERITAGE ACT**HON. FRANK PALLONE, JR.**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. PALLONE. Mr. Speaker, today I introduce the United States Life-Saving Service Heritage Act, legislation to celebrate one of the most inspiring periods in America's maritime history. This legislation would establish a comprehensive program to inventory, evaluate, document, and assist efforts to restore and preserve surviving historic lifesaving stations. I am pleased that my Jersey Shore colleague Representative FRANK LOBIONDO has joined me in this effort.

The history of lifesaving in the United States dates back to 1785, when the Massachusetts Humane Society began building huts along the Massachusetts coast to aid shipwreck victims. These huts were later fitted with surfboats, beachcarts, and other lifesaving equipment. Beginning in 1847, the Federal government recognized the importance and necessity of lifesaving efforts when Congress provided a series of appropriations to establish lifesaving stations equipped to render assistance to shipwrecked mariners and their passengers.

These stations were first established along the Atlantic coast with the assistance of Representative William Newell, who during the 31st and 39th Congresses represented some of the same areas of New Jersey that I represent today. Representative Newell's efforts contributed to the establishment of a network of lifesaving stations along the Jersey Shore from Sandy Hook to Cape May. In 1871, Congress approved the first appropriation for the Federal government to employ crews of lifesavers. On June 18, 1878, the "Act to Organize the Life-Saving Service" was enacted. In 1915 the Life Saving Service merged with the Revenue Cutter Service to form the Coast Guard. At that time, there were over 275 lifesaving stations to aid shipwreck victims on the Atlantic, Pacific, Gulf, and Great Lakes coasts.

The volunteer and professional lifesaving personnel who staffed these stations risked life and limb to prevent shipwreck casualties. Winslow Homer immortalized these great heroes of the American coast in this painting *The Life Line*. Walt Whitman celebrated their inspiring actions in the following excerpt of his poem *Patrolling Barnegat*—

Through cutting swirl and spray watchful
and firm advancing,
(That in the distance! Is that a wreck? Is the
red signal flaring?)
Slush and sand of the beach tireless till day-
light wending,
Steadily, slowly, through horse roar never
remitting,
Along the midnight edge by those milk-
white combs careering,
A group of dim, weird forms, struggling, the
night confronting,
That savage trinity warily watching.

An outstanding example of this period survives today in my district. The historic Monmouth Beach lifesaving station, established in 1895, is a Duluth style station designed by the architect George Tolman. In 1880, every member of the station's crew was awarded a gold lifesaving medal for rescuing victims of two shipwrecks on the same evening. Earlier this year, this historic structure was slated for demolition to make way for a new parking lot for beachgoers. Fortunately, the entire community came together to save this important structure. However, much work needs to be done to preserve the station's history and the inspiring stories of those who served there.

It is not certain exactly how many stations like the one in Monmouth Beach remain. Many surviving historic lifesaving stations are of rare architectural significance, yet they are unfortunately threatened by harsh coastal environments, rapid economic development in the coastal zone, neglect, and lack of resource for their preservation. The heroic actions of America's lifesavers deserve greater recognition, and their contributions to America's maritime and architectural history should be celebrated.

That is why I have proposed the United States Life-Saving Service Heritage Act. This legislation would provide the resources necessary to inventory, document, and evaluate surviving lifesaving stations. It would also provide grant funding to assist efforts to protect and preserve these maritime treasures.

The United States Life-Saving Service Heritage Act would authorize the National Park Service, through its National Maritime Initiative, to inventory, document, and evaluate sur-

living historic lifesaving stations. These activities would be conducted in cooperation with the U.S. Life-Saving Service Heritage Association, a Massachusetts based non-profit educational organization that works to protect and preserve America's lifesaving heritage. This inventory, documentation, and evaluation would be similar in nature to a study completed by the Park Service in 1994, on historic lighthouses. Under this legislation, the Park Service would serve as a clearinghouse of information on lifesaving station preservation efforts, which would greatly assist public and private efforts to protect these historic structures and the maritime heritage that they embody.

Mr. Speaker, I urge my colleagues to support this legislation to celebrate one of the most heroic and inspiring periods in America's maritime history.

H.R. —

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "United States Life-Saving Service Heritage Act".

SEC. 2. FINDINGS AND PURPOSE.

(a) FINDINGS.—The Congress finds the following:

(1) The United States has a long tradition of heroic efforts to rescue those in peril on the sea.

(2) Legislation providing appropriations to the Secretary of the Treasury for "surf boats, rockets, carronades, and other necessary apparatus for the better preservation of life and property from shipwrecks on the coast of New Jersey, between Sandy Hook and Little Egg Harbor" was approved August 14, 1848 (9 Stat. 322), and was subsequently extended to support volunteer lifesaving efforts on the coast of New Jersey between Little Egg Harbor and Cape May, and in other States and territories.

(3) Legislation providing appropriations to the Secretary of the Treasury "for the purpose of more effectively securing life and property on the coast of New Jersey and Long Island ... and to employ crews of experienced surfmen at such stations" was approved April 20, 1871 (17 Stat. 12).

(4) The Life-Saving Service was reorganized by the Congress by enactment of the Act entitled "An Act to organize the Life-Saving-Service", approved June 18, 1878 (chapter 265; 20 Stat. 163).

(5) America's lifesaving stations and boats were staffed by brave volunteer and professional lifesavers, who risked life and limb to rescue shipwrecked passengers and crews.

(6) Many surviving Life-Saving Service stations are of rare architectural significance, yet these historic stations are threatened by harsh coastal environments, rapid economic development in the coastal zone, neglect, and lack of resources for their preservation.

(7) The heroic actions of Life-Saving Service personnel deserve greater recognition, and their contributions to America's maritime and architectural history should be celebrated through a comprehensive preservation program and greater opportunities for the public's education about the heritage of the Life-Saving Service and related private and public organizations.

(b) PURPOSE.—The purpose of this Act is to authorize the Secretary of the Interior to establish a program to inventory, evaluate, document, and assist in efforts to restore and preserve surviving lifesaving stations and other structures and artifacts dedicated to our forefathers' lifesaving efforts.

SEC. 3. UNITED STATES LIFE-SAVING SERVICE STATION PRESERVATION PROGRAM.

(a) IN GENERAL.—The Secretary of the Interior, through the National Maritime Initiative of the National Park Service, shall establish a program in accordance with this section to inventory, evaluate, document, and assist efforts to restore and preserve surviving United States Life-Saving Service stations.

(b) INVENTORY, DOCUMENTATION, AND EVALUATION.—The Secretary, in cooperation with the U.S. Life-Saving Service Heritage Association, shall—

(1) survey coastal regions of the United States to identify and prepare an inventory of surviving historic lifesaving stations, boats, and other significant lifesaving equipment;

(2) document the designs of significant existing structures and lifesaving boats for inclusion in the Historic American Building Survey/Historic American Engineering Record Collection in the Library of Congress; and

(3) evaluate historic lifesaving stations, including—

(A) assessing the historic significance, integrity, and condition of surviving historic lifesaving stations;

(B) making recommendations for outstanding examples of historic lifesaving stations that should be listed on the National Register of Historic Places, or designated as National Historic Landmarks; and

(C) making recommendations for outstanding examples of lifesaving boats to be included in the Historic American Engineering Record Collection.

(c) TECHNICAL ASSISTANCE, EDUCATIONAL MATERIALS, RESEARCH AIDS, AND OTHER INFORMATION.—The Secretary shall—

(1) serve as a clearinghouse of information for persons interested in restoring and preserving historic lifesaving stations, their boats, and related lifesaving equipment; and

(2) make available to the public, including through the Internet, educational materials, research aids, guides, bibliographies, and other information regarding the Life-Saving Service, Revenue Cutter Service, and related organizations that provided humanitarian assistance to shipwrecked mariners and their passengers, including—

(A) information on the history and development of the Life-Saving Service, the Revenue Cutter Service, predecessor private and State lifesaving organizations such as the Humane Society of the Commonwealth of Massachusetts, and early Coast Guard lifesaving and lifeboat stations;

(B) technical descriptions of lifesaving boats, line-guns, life cars, and beachcarts;

(C) the inventory, documentation, and evaluation prepared under subsection (b);

(D) guidance and technical assistance in the listing of historic lifesaving and lifeboat stations on the National Register of Historic Places, or their designation as National Historic Landmarks; and

(E) guidance and technical assistance in the listing of historic lifesaving boats in the Historic American Engineering Record Collection.

(d) GRANTS.—

(1) IN GENERAL.—The Secretary, subject to the availability of appropriations, shall make grants to coordinate and assist in the restoration and preservation of historic lifesaving stations, historic lifesaving boats, and other significant lifesaving artifacts.

(2) COST SHARE.—The Federal share of the cost of an activity carried out with financial assistance under this subsection shall not exceed 75 percent of the total cost of the activity.

(e) DEFINITIONS.—In this section:

(1) HISTORIC LIFESAVING STATION.—The term "historic lifesaving station" means any land, structure, equipment, or other physical artifact or facility formerly under the jurisdiction or control of the Life-Saving Service or any earlier private or State organizations, including lifesaving and lifeboat stations, sailors' refuges, shipwreck survivors' cache sites, boats, and beachcarts.

(2) SECRETARY.—The term "Secretary" means the Secretary of the Interior, acting through the National Maritime Initiative of the National Park Service.

(3) U.S. LIFE-SAVING SERVICE HERITAGE ASSOCIATION.—The term "U.S. Life-Saving Service Heritage Association" means the national nonprofit educational organization by that name established under the laws of the Commonwealth of Massachusetts for the purposes and objectives of meeting and preserving America's lifesaving heritage.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary—

(1) for use in making grants under subsection (d), \$5,000,000 for each of fiscal years 2000 through 2004; and

(2) for carrying out the other provisions of this section \$500,000 for each of fiscal years 2000 through 2004.

TRIBUTE TO FRANK GARRISON ON HIS RETIREMENT FROM THE AFL-CIO

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. DINGELL. Mr. Speaker, I rise today to honor and congratulate a friend and colleague who has given much to the state of Michigan, to the labor movement and to Michigan politics. Frank D. Garrison is a former autoworker who became a lobbyist for the United Auto Workers (UAW) before being chosen to lead the AFL-CIO in Michigan. And by the way, his middle name is Delano, named after one of our greatest Presidents Franklin Delano Roosevelt.

He is a working man who has devoted himself to the working man and woman. Frank Garrison believes strongly in fighting for the little guy, addressing the concerns of the people who have the least. A consummate public servant, he devoted his career to making working conditions in Michigan and the United States better for working families. He is a strong believer in public education and universal health care, and has worked tirelessly so that the world is a better place for everyone.

Frank's first experience with the unions came as a young man working at the Saginaw Steering Gear plant in Saginaw, Michigan. He became a member of UAW Local 699. Drafted into the Army in 1953, he served his country for two years. Upon returning to his job in Saginaw, he actively pursued leadership posts within the UAW. During those first few years he served as alternate committeeman, committeeman, shop committeeman, local union vice-president and financial secretary.

He was appointed as a UAW international representative in 1972 for region 1D and as-

signed to the UAW Education Department and the Michigan UAW Community Action program (CAP). He was serving as CAP coordinator for Region 1D when he joined the Michigan UAW-CAP legislative office in Lansing, Michigan as a lobbyist in January 1976. That July, he became legislative director for the UAW.

In 1982, Frank was appointed executive director of Michigan UAW-CAP, a position he held for four years until he was elected president of the Michigan State AFL-CIO on December 12, 1986.

Mr. Speaker, I ask that all of my colleagues salute Frank and his leadership, hard work and caring heart. He has devoted much of his life to others and in some way I know he will continue to be involved. He is a dear friend who has always worked to make the world a better place for everyone. I wish him the best in his retirement: many peaceful days fishing, golfing and spending time with his lovely wife Dora, his daughters and grandchildren. He has worked hard and deserves the best in his retirement. Frank, best of luck to you.

FAMILY FRIENDLY TELEVISION PROGRAMMING

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. PORTMAN. Mr. Speaker, I rise today along with my distinguished colleague from Massachusetts, Representative MARKEY to introduce a concurrent resolution which recognizes the importance of family friendly television programming, and the contributions that the Family Friendly Programming Forum is undertaking to make this goal a reality.

Recent events have caused a national debate on child development and the influences of our popular culture on our children. In particular, we cannot overlook the role that television plays in shaping the attitudes and outlook of our nation's young people. Studies show that, each week, the average child will watch 22-28 hours of television, which is more time he or she will spend on any activity other than sleeping.

Television is not only a powerful influence, it is too often a negative one. While parents have the final responsibility for regulating their children's viewing habits, the simple fact remains that the number of family-friendly programs available—particularly during prime time—has been steadily decreasing.

Thirty-three of our country's largest companies have recognized this unmet need in the marketplace. And they have joined together to establish the Family Friendly Programming Forum.

The argument is often made that family-friendly programs don't draw big ratings, advertisers won't support them and, therefore, networks cannot afford to carry them. One of the goals of the Forum is to change this perception. The major advertisers who are members of the Forum are taking a number of specific steps to encourage more family-friendly programs, including a new annual awards program the first of which is being held in California today. The Forum is also establishing a

development fund for family-friendly scripts, a television scholarship program and a public awareness campaign to promote viewing options for families.

Mr. Speaker, family-friendly programming does not mean dull shows. Successful programming over the years, including such television classics as "The Cosby Show" and "Home Improvement," demonstrate that entertaining programming can be produced that is appropriate for the entire family. There is a market for good family-friendly programming. The advertising community represented on the Forum should be commended for working proactively to improve the content and quality of programming for America's families.

Our families deserve more viewing choices and options. As a Member of Congress and as a parent, I commend the Family Friendly Programming Forum for working to provide more suitable programming for all Americans.

CONGRATULATIONS TO MR. AND MRS. JIM SCRIVNER ON THEIR 50TH ANNIVERSARY

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. SKELTON. Mr. Speaker, let me take this opportunity to congratulate my friends Honey and Jim Scrivner on their 50th wedding anniversary.

Honey and Jim Scrivner were married September 3, 1949, in the United Methodist Church in Versailles, MO. The Scrivners have served as model citizens of Versailles, dedicating their lives to the betterment of their community.

Jim and Honey have owned and operated Scrivner-Morrow Funeral Homes in Versailles, MO, for 47 years. In addition to the undertaking business, in 1978, Jim Scrivner was elected Mayor of Versailles and served three consecutive terms. During his tenure as Mayor, Scrivner made great industrial improvements to Versailles, including constructing a new sewage treatment plant and sewage lines. He also implemented street upgrading, city park improvements, and housing projects for low-income and elderly persons. In addition, Honey and Jim ran a 24-hour volunteer ambulance service from their house for over 30 years, and helped countless people within Morgan County. Together, the Scrivners have saved lives, delivered babies, and rushed the injured and sick to area clinics and hospitals.

The Scrivners have been involved in many community activities. Jim has been a dedicated member of the Lion's Club for many years, and he volunteers once a week at a hospital in Jefferson City. A very active member of the ABWA, Honey has chaired many fundraising projects that benefit girls scholarships. The Scrivners are also involved with the United Methodist Church of Versailles.

Not only have the Scrivners been outstanding citizens in their community, but they are also loving parents and grandparents as well. They have three daughters, Mona, Sherry, and Jamie; and two granddaughters, Carrie Jo and Hannah Kaye.